

U.S. COAST GUARD
Witness Statement
Investigations Department

I, _____, make the following statement freely and voluntarily to
_____, who has identified himself/herself to me as an Investigating
Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: STEVEN F BODIE D.O.B: [REDACTED]

Job Title: CAPTAIN SSN: [REDACTED]

License No: _____ Issue date: _____ Issued by: _____

MMD (z-card) No: _____ Exp date: _____ Issued by: _____

Home Address: [REDACTED]

Home Telephone: [REDACTED] [REDACTED]

Vessel Name and Official Number: _____

Person in Charge of Vessel: STEVEN BODIE

Company Name: MASS. BAY LINES

Company Address: 60 Rowes Wharf, Boston MA 02110

Company Telephone and Fax No.: JAY SPENCE [REDACTED]

Date and Time of Incident: _____

Incident Location: _____

Date, Time & Location Statement Provided: _____

Detailed statement regarding incident including who was involved, what, when where and why events took place:

20 years w/ MBL.

MASTER OF MASS. SINCE 1988

3 cannon runs in noon

HARBOR TOUR

SCHOOL KIDS HARBOR TOUR. Went to Charles Town - to meet mech

from STEVES Shop. Replaced IDG on PORT INBOARD ENGINE.

Finished about 1530. came to check high idle changed INT.

Signature of Statement Provider

Page One of 2

Signature of Investigating Officer

U.S. COAST GUARD
Witness Statement
Investigations Department

Continuation of statement from page one:

MADE ROUNDS OF ENG ROOM AT BEG. OF COMMUN RUN,
TO BLEED THE A/C. NOTHING OUT OF THE ORDINARY. STBD
OUT BOARD ENG HAS BLUOY. ENG HAS HIGH HOURS PLANS
TO REPLACE IT PENDING. BACK TO PILOT HOUSE - 5 MIN LATER
READ ENG ALARM PORT I.B. HIGH TEMP, LOW GEAR OIL
PRESS. PULLED IT BACK TO IDLE. TOLD WES (ON WHEEL)
TO SHUT IT DOWN. WENT BELOW TO CHECK. SAW SMOKE
CALLED BRIDGE ~~TOD~~ TELL WESS - HE SAID THE PORT O.B.
HAD SHUT DOWN. STILL THINKING IT WAS STBD O.B.
SMOKY - ORDERED IT SHUT DOWN - STILL SMOKY. SPORIZED
TO ADVISE PASSENGERS. WENT BACK TO PILOT HOUSE TOLD
WES THEY WERE GOING TO ANCHOR - PRIOR TO CALLED LAURA
TO GET PEOPLE UP. DECIDED TO LEAVE ENG ROOM CLOSED
UP UNTIL FIRE FIGHTERS ARRIVED.
* ENG ROOM VENTS NOT CLOSED BECAUSE ACTUATORS ARE INSIDE.

I have read the foregoing statement consisting of _____ pages, and I do hereby swear/affirm that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Dated: _____ Signature of Statement Provider: _____

Signature of Investigating Officer: _____ Signature of Witness: _____

U.S. COAST GUARD
Witness Statement
Investigations Department

I, _____, make the following statement freely and voluntarily to
_____, who has identified himself/herself to me as an Investigating
Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: WESLEY W BABBIT D.O.B: _____

Job Title: MATE SSN: _____

License No: _____ Issue date: 14 MAR 06 Issued by: Boston

MMD (z-card) No: _____ Exp date: _____ Issued by: _____

Home Address: _____

Home Telephone: _____

Vessel Name and Official Number: _____

Person in Charge of Vessel: STEVE

Company Name: _____

Company Address: _____

Company Telephone and Fax No.: _____

Date and Time of Incident: _____

Incident Location: _____

Date, Time & Location Statement Provided: _____

Detailed statement regarding incident including who was involved, what, when where and why events took place:

With M.B.L 9 YEARS

Heading Boston 1st Run got off - back on @ 1545 First
Run of two commuter runs tonight.

on the helm driving South Bound - coming up to RAIDGE -
High water temp on Port IB ENG declutched + shut down.

Steve went below to check - while he was gone Port O.B.

RPMs dropped took it out of gear.

Signature of Statement Provider

Page One of 2

Signature of Investigating Officer

U.S. COAST GUARD
Witness Statement
Investigations Department

Continuation of statement from page one:

Throttle down on STBD, past problem with that ENG
smoking. ~~left~~ IT shut it down. STEVE TOOK HELM
DROPPED ANCHOR, SECURED P/O shut offs. "LAURA" CONTACTED
WENT DOWN TO RIG FENDERS WITH PETER. STBD engine HAD
blow by more than normal. - Running normal 2000RPMs
DID NOT DO ANY ROUNDS today due to the ON-OFF-ON
SCHEDULE.

I have read the foregoing statement consisting of _____ pages, and I do hereby swear/affirm that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Dated: _____ Signature of Statement Provider: _____

Signature of Investigating Officer: _____ Signature of Witness: _____

U.S. COAST GUARD
Witness Statement
Investigations Department

I, _____, make the following statement freely and voluntarily to
_____, who has identified himself/herself to me as an Investigating
Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: DELIA A TEAHAN D.O.B: [REDACTED]

Job Title: BAR TENDER SSN: [REDACTED]

License No: _____ Issue date: _____ Issued by: _____

MMD (z-card) No: _____ Exp date: _____ Issued by: _____

Home Address: [REDACTED]

Home Telephone: [REDACTED]

Vessel Name and Official Number: MASSACHUSETTS

Person in Charge of Vessel: _____

Company Name: MASS BAY LINES

Company Address: 60 ROWES WHARF, BOSTON MA 02110

Company Telephone and Fax No.: JAY SPENCE [REDACTED]

Date and Time of Incident: _____

Incident Location: _____

Date, Time & Location Statement Provided: 12

Detailed statement regarding incident including who was involved, what, when where and why events took place:

STARTED MAY 22 - 2006

ON MASS SINCE THAT DAY MON - WED - FRI.

TRAINING PROVIDED -

0650 RUN - 2 more 40 min RUNS - 2-45min HARBOR TOUR

FIRST OF 2 - LAST RUNS BACK TO HINGHAM - COMMUTER.

NOT IN ENG ROOM ALL DAY

1300 STOPPED IN CHARLESTOWN TO HAVE "AN" ENG LOOKED.

Signature of Statement Provider

Page One of 2

Signature of Investigating Officer

U.S. COAST GUARD
Witness Statement
Investigations Department

Continuation of statement from page one:

There for about hour + 1/2 - STEVE AND 2 MECHS WENT
BELOW.

SAW BLACK REPORTED TO WES - STEVE WENT DOWN
CAME BACK UP QUICKLY.

PASSED PEDS TO PASS. AND EVACUATED.

- NO PRIOR ABANDON SHIP TRAINING.

- NO ASSIGNED EMERGENCY DUTIES

I have read the foregoing statement consisting of _____ pages, and I do hereby swear/affirm that the preceding is a true and correct statement concerning the incident in question. I have signed each page and have been given an opportunity to make any corrections or additions.

Dated: _____ Signature of Statement Provider: _____

Signature of Investigating Officer: _____ Signature of Witness _____

U.S. COAST GUARD
Witness Statement
Investigations Department

I, _____, make the following statement freely and voluntarily to
_____, who has identified himself/herself to me as an Investigating

Officer of the U. S. Coast Guard, knowing that this statement may be used as evidence.

Full Name: Peter Noonan D.O.B: _____

Job Title: Deckhand SSN: _____

License No: _____ Issue date: _____ Issued by: _____

MMD (z-card) No: _____ Exp date: _____ Issued by: _____

Home Address: _____

Home Telephone: _____

Vessel Name and Official Number: _____

Person in Charge of Vessel: _____

Company Name: _____

Company Address: _____

Company Telephone and Fax No.: _____

Date and Time of Incident: _____

Incident Location: _____

Date, Time & Location Statement Provided: _____

Detailed statement regarding incident including who was involved, what, when where and why events took place:

8 months w/ MBL

WORKED ON JUST THE MASS.

ON FOR ALL RUNS TODAY - ON BOARD A SIX AM.

2 TIMES IN ENG ROOM TODAY - 1ST RUN + AFTER THE SECOND RUN
AT THE BRIDGE (L.I.) STEVE SAW SMOKE, TOLD PETER TO ASSEMBLE

PASSENGERS. PASSED OUT PFD'S EVAC PASSENGERS TO LAURA.

NO ABANDON SHIP PROCEDURES TRAINING ON BOARD

Signature of Statement Provider

Page One of _____

Signature of Investigating Officer